

Page 18—Lines 23 to 24/R; read:
Control on VHF channel 16. The pilot boards in the No. 5
Anchorage.
(BA NM 42/03) 10/04

(BA NM 37/03; BA NP 286(4)) 10/04

COAST PILOT CORRECTIONS

COAST PILOT 1 33 Ed 2003 Change No. 24
LAST NM 8/04

Page 194—Paragraph 73, lines 9 to 14; read:

4 and Lighted Buoy FB. Vessels arriving from the East are requested to make their approach at the eastern end of the Frenchman Bay Recommended Route at 44°14.9'N., 67°56.2'W., in the vicinity of Buoy FBE. Vessels should then proceed along the Recommended Route toward Buoy FB. Vessels arriving from the south are requested to approach from the southern end of the Recommended Route, at 44°09.6'N., 68°08.8'W., in the vicinity of Buoy FBS. Vessels then proceed along the Recommended Route to Buoy FB. The pilots will board arriving vessels 1 to 2 miles seaward of the Buoy FB, along the recommended route. The pilot boat is the FRENCHMAN BAY, a 36-foot white lobster boat displaying a pilot flag and lights for a pilot boat. Arriving vessels should contact the pilot boat one hour prior to arrival. As no pilot boat is kept on station and there are no long-range communications available, arriving vessels are requested to maintain their 24-hour ETA and to not arrive at the pilot station ahead of this schedule.

(CL 99/04; LL/03)

10/04

Page 226—Paragraph 121; read:

Pilot pickup stations: for the eastern entrance to the bay, vessels should make arrival at Penobscot Bay East Approach Lighted Whistle Buoy PBA (43°55'37"N., 68°39'37"W.), and follow the Recommended Route due west. The pilot will board 3 miles east of Penobscot Bay Lighted Buoy WP, at 43°55.5'N., 68°49.0'W. For the western entrance, pilots board at Manana Island Lighted Whistle Buoy 14M (43°45'18"N., 69°22'18"W.). The pilots require 36, 24, and 12 ETAs, as no pilot boats are maintained on station.

(CL 99/04; LL/03)

10/04

Page 227—Paragraphs 131 to 132; read:

The pilot boats at Monhegan Island (the west entrance to the bay) are local lobster fishing vessels which display a pilot flag by day and lights for a pilot boat by night. The pilot boat for the eastern entrance to the bay is a 48-foot black-hulled pilot boat with a white cabin top and "PILOT" written on the sides and top of the superstructure. The pilot boats can be contacted one hour prior to the last stated ETA on VHF-FM channel 16. The pilot boat will instruct the arriving vessel which side to place the ladder on. The ladder should be meter above the water, well lit, and in compliance with IMO Specifications. Integrated tug and barge units are required to have a proper pilot ladder rigged from the barge. Pilots will board vessels day and night when weather and sea conditions permit.

(CL 99/04)

10/04

Page 227—Paragraph 134; strike out.

(CL 99/04)

10/04

Page 227—Paragraph 137, lines 2 to 4; read:

water facilities are as follows: Large commercial vessels should engage the services of escort tugs for inbound and outbound transits. For inbound transits,...

(CL 121/04)

10/04

Page 248—Paragraph 443, line 3; read:

lighted bell buoy. An abandoned light house also marks the ledge. The passage between the ledge and...

(42/03 CG1)

10/04

Page 303—Paragraph 679, lines 8 to 9; read:

207-774-5683. The pilot office monitors VHF-FM channels 16 and 11, Monday through Friday from 0900 to 1700 hours. A pilot can be reached during non-office hours by calling 207-774-5623 or through the vessel's port agent. The pilot boat monitors ...

(CL 51/04)

10/04

Page 303—Paragraph 680, lines 1 to 3; read:

Vessels awaiting the boarding of a pilot should anchor about 1.5 miles north and east of Portland Lighted Horn Buoy P to allow the unrestricted passage of other...

(CL 51/04)

10/04

Page 371—Paragraph 157, line 7; read:

peninsula.

Vessel Reporting Advisory: Operations in Vicinity of Logan International Airport (also see chart 13270). Vessels operating near Boston's Logan International Airport have the potential to affect procedures for aircraft landing and departing at the airport. Vessels with an air draft of 85 feet or greater require the advisories be issued to aircraft by air traffic controllers, and in some instances that runway use be restricted. Notification by these vessels of maximum air draft when operating in the vicinity of the airport is intended to provide aircraft important notice of potential obstructions.

Vessels with an air draft height of 85 feet (26 meters) or greater are advised to report their maximum air draft heights (including masts, cranes, antenna, or other projections) when anchored, or in transit in Boston Harbor between Deer Island and the World Trade Center. Notification is to be made to the Massachusetts Port Authority's Communication Center, preferably via telephone, at 617-561-1919. Vessels without telephone capability are requested to provide notification to Coast Guard Group Boston on VHF channel 81, to be relayed via telephone to the Massachusetts Port Authority's Communication Center.

Please supply the vessel's name, maximum air draft (including masts, cranes, antenna, and other projections), destination, and estimated time that the vessel will be transiting/anchored/moored in Boston Harbor between Deer Harbor and the World Trade Center. Also supply a point of contact and call-back method of communication for the vessel while operating in the specified area.

(CL 121/04)

10/04

COAST PILOT 1 (Continued)

Page 375—Paragraph 223, lines 4 to 5; read:
of about 19 feet. A rock covered 17 feet is in the channel
about 0.3 mile east-northeastward of Nut Island.
(BP 180122; 20/94 CG1) 10/04

COAST PILOT 5 31 Ed 2004 Change No. 8
LAST NM 9/04

Page 98—Paragraph 1053, line 7; read:
6:30 a.m. to 8:30 a.m. and from 3:30 p.m. to 5:45 p.m., ...
(CL 1837/03; FR 12/15/03) 10/04

Page 351—Paragraph 69, lines 6 to 9; read:
Eastpoint, 1 mile NE of Cat Point. In June 2003, the mid-
channel controlling depths were 2.9 feet in the entrance
channel, thence 1.5 feet in the W arm of the channel parallel-
ing the shore at Eastpoint and 0.3 foot in the E arm.
(CL 1547/03) 10/04

Page 352—Paragraph 79, lines 7 to 10; read:
Light TM. In July 2003, the controlling depth in the entrance
channel was 3.5 feet (3.9 feet at midchannel), thence 5.7 feet
in the W and E channels. An entrance light ...
(CL 1546/03) 10/04

Page 352—Paragraph 80, lines 3 to 5; read:
basin in **Scipio Creek**. In July 2003, the controlling depth in
the channel was 7.5 feet (9.0 feet at midchannel) with 6.4 to
8.0 feet in the basin.
(CL 1450/03) 10/04

Page 361—Paragraph 196, lines 7 to 8; read:
channel running parallel to the highway bridge. In July 2003,
the controlling depth was 6.5 feet (8.0 feet at ...
(CL 1449/03) 10/04

Page 361—Paragraph 205, lines 12 to 14; read:
advised. In August 2003, the controlling depth was 4.8 feet
(7.3 feet at midchannel) from Buoy CB to the bridge, thence
9.4 feet (10.5 feet at midchannel) through North ...
(CL 1543/03) 10/04

Page 368—Paragraph 287, lines 11 to 13; read:
Escambia River. In June 2003, the controlling depth was 7.4
feet (10.0 feet at midchannel) to the mouth of the Escambia
River, thence 3.5 feet (5.2 feet at midchannel) to the head of
...
(CL 1444/03) 10/04

Page 377—Paragraph 54, lines 4 to 7; read:
daybeacons. In June 2003, the controlling depth was 7.0 feet
from the entrance in Mobile Bay to the head of the project,
about 1 mile above the mouth with 6.6 feet on the right edge
in the last 400 feet of the project.
(CL 1534/03) 10/04

Page 390—Paragraph 220, lines 7 to 11; read:
above the State Route 613 bridge. In April 2003, the control-
ling depth was 7.5 feet (9.7 feet at midchannel) to the State

Route 613 bridge, thence 11.4 feet to the head of the project
with shoaling to 1.2 feet at the head of the project.
(CL 1531/03) 10/04

Page 422—Paragraph 141, line 1; read:
An overhead power cable with a clearance of 213 ...
(CL 1517/03) 10/04

Page 458—Paragraph 183, lines 1 to 5; read:
Ship Shoal Obstruction Light (28°54'52"N., 91°04'
16"W.), a brown skeleton structure (an abandoned light
house) on piles, is in 10 feet of water on the NW part of Ship
Shoal and about 86 miles W of Southwest Pass. The struc-
ture is marked by two ...
(41/03 CG8; LL/03; NOS 11356) 10/04

Page 462—Paragraph 248, line 9; read:
thence in October 2002, 10 feet to the head of the canal at ...
(43/03 CG8; H-11189) 10/04

Page 582—Paragraph 178, line 8; read:
harbor and is protected by a breakwater. The city wall ex-
tends from the castle along the ...
(CL 1318/03; BP 181244; NOS 25670) 10/04

COAST PILOT 8 25 Ed 2003 Change No. 14
LAST NM 7/04

Page 333—Paragraph 100, line 7; read:
easternmost island and a 2.5-fathom rock that is reported to
be 255 yards N of the same easternmost island. Small craft
frequently anchor close ...
(CL 1618/03) 10/04

Page 336—Paragraph 141, line 1; read:
Anchorage in 7 to 25 fathoms, mud bottom, can be ...
(CL 1618/03) 10/04

Page 336—Paragraph 142; read:
Anchorage in 5 to 7 fathoms, mud bottom, can also be had
at the **Western Anchorage**, E of Channel Rock, just inside
the lighted breakwaters.
(CL 1618/03) 10/04

Page 336—Paragraph 144, lines 2 to 4; read:
anchorage in about 10 to 12 fathoms, mud bottom, with
Japonski Island Aero Light (57°02'49"N., 135°21'56"W.)
bearing 110°, distant 0.3 mile. This anchorage is exposed ...
(CL 1618/03; NOS 17327) 10/04

Page 336—Paragraph 145, line 2; read:
anchorage in 8 to 13 fathoms, mud bottom, about 400 ...
(CL 1618/03) 10/04

Page 336—Paragraph 146, line 6; read:
NW approach to Sitka. The depth ranges from 8 to 13 fath-
oms, ...
(CL 1618/03) 10/04

COAST PILOT 8 (Continued)

Page 336—Paragraph 148, line 4 to Paragraph 149; read:

Bamdoroshni Island.

(CL 1618/03)

10/04

Page 336—Paragraph 151, lines 2 to 3; read:

part of Sitka Harbor in about 57°03'12.5"N., 135°20'53.6"W.
Boulders with 3 fathoms and 2.6 fathoms are about 140 ...

(CL 1618/03; LL/03)

10/04

Page 338—Paragraph 184, line 10; read:

shoal, marked by a daybeacon, is about 100 yards S of the W

...

(CL 1618/03; LL/03)

10/04

Page 339—Paragraph 191; read:

In August 2003, a wreck was reported just W of the entrance to the basin at 57°03'21"N., 135°21'06"W.

(CL 1618/03)

10/04

Page 346—Paragraph 18, line 9 to Paragraph 19, line 1; read:

edge of the kelp on their S sides. A submerged rock surrounded by kelp lies 100 yards SSE of the westernmost Krugloi Island.

Round Island, about 500 yards E of the Krugloi Islands, is ...

(CL 1618/03; NOS 17323)

10/04

Page 346—Paragraph 22, lines 7 to 8; read:

Narrows, where the maximum velocity is 8 to 9 knots on the flood and 8 to 9 knots on the ebb, creating standing waves. For other places in the strait, the ...

(CL 1618/03)

10/04